Power, Telecommunication, Railways, Roads and Ports for development process. The investment needs of infrastructure greatly exceed resources likely to be available. The Ninth Five Year Plan, therefore, emphasizes far reaching reforms in the infrastructure sectors, mobilization of private investment to supplement in public effort, achievement of higher operational efficiency and introduction of appropriate user charges.

(c) The Gadgil-Mukherjee Formule for distribution of normal central assistance for State Plans which was approved by NDC in 1991 attempts to address state-wise imbalances. The formula is reproduced below:—

	Criteria	Weight
(i)	Population (1971 Census)	60%
(ii)	Per Capita Income	
	(a) 'Deviation' method-covering States with per capita SDP below national average	20%
	(b) 'Distance' method covering all States	5%
(iii)	Performance	
	(a) Tax effort;	
	(b) Fiscal management; and	7.5%
	(c) Progress in respect of national objectives	
(iv)	Special problems	7.5%

The Gadgil-Mukerjee Formula provides for assistance to states in the Grant/Loan ratio of 90:10 for Special category States (SCS) and 30:70 for the Non-Special Category States (NSCS). As per the existing formula, after setting apart the funds required for Externally Aided Proejcts (EAPs) and reasonable amounts for special Area Programmes, 30% of the balance is earmarked for ten Special Category States (SCS). The balance amount is distributed among Non-Special Category States (NSCS) on the basis of above criteria and weightages.

Construction Work between Kotdwar and Uttaranchal Highway

2711. SHRI NANA DESHMUKH: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that construction of highway between Kotdwar and Ramgarh in Uttaranchal has been stopped;

(b) if so, what are the reasons therefor; and

(c) what are Government's alternative plans?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) This Ministry is responsible for development and maintenance of National Highways only. Development and Maintenance of all roads other than National Highways is the responsibility of the concerned State Government. The road between Kotdwar and Ramgarh is not a National Highway and thus comes under the purview of the State Government.

(b) and (c) Do not arise.

Improvement of NH-7 between Hyderabad and Vijayawada

2712. SHRI P.N. SIVA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration for expansion and improvement of National Highways-7 between Hyderabad and Vijayawada particularly between "Hayat Nagar and Chandarghat Bridge" in Hyderabad;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS [MAJ. GEN. (RETD.) B.C. KHANDURI]: (a) to (c) It is presumed that the Hon'ble MP wants to know the details about National Highway No. 9 (and not 7) between Hyderabad and Vijayawada. Out of the total length of 266 km of NH No. 9 between Hyderabad and Vijayawada, 10 km length from Hyderabad and 13 km length from Vijayawada side is already four- lane. This includes 4.60 km length between Chander Ghat bridge and Hayat Nagar out of total length of 13.60 km. The remaining length will be widened in stages based on traffic volume, inter-se-priority and availability of funds.

Road Fund for Development of Highways

2713. SHRI R.S. GAVAI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government propose to enact a separate legislation to create a dedicated road fund for the development of highways;

(b) if so, the details thereof;

(c) whether it is a fact that response of the entrepreneurs to BOT projects is poor;

(d) if so, the reasons therefor; and

(e) whether Government propose to grant liberal fiscal concessions for highways development?